

**AMENDMENTS TO THE SPECIFICATION**

**Please replace the second full paragraph on page 3 with the following paragraph:**

Figures 2A-2C shows three graphs respectively giving the times of departure of the vehicles from three successive stations, in a first implementation of the regulation method of the invention; and

**Please replace the third full paragraph on page 3 with the following paragraph:**

Figures 3A-3C shows three graphs similar to the graphs in Figures 2A - 2C for a second implementation of the regulation method of the invention.

**Please replace the second full paragraph on page 4 with the following paragraph:**

By way of example, Figures 2A through 2C shows a first implementation of the regulation method of the invention, in which the vehicles that are overloaded are accelerated temporarily until they reach the next station, so that they leave it early relative to the initially scheduled times, and then they are slowed down on the section leading to the following station, so that they leave it on time relative to the initially scheduled times.

**Please replace the paragraph bridging pages 5 and 6 with the following paragraph:**

By way of example, Figures 3A through 3C shows a variant implementation of the regulation method of the invention in which, when a vehicle is in an overloaded state at a station, the lapse of time for which the vehicle preceding the overloaded vehicle stops at the following station is extended so that said preceding vehicle leaves said following station late relative to the

initially scheduled time, the speed of said preceding vehicle then being increased over its journey to the next station, so that it leaves said next station at the initially scheduled time. In this example, the nominal operating conditions of the transport system are identical to those described above, i.e. the time interval between the vehicles A, B, and C is 100 seconds under normal conditions.